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INDIA, AUSTRALIA, &c. and for
PRIVATE RESIDENTS AT THE
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NEWS OF THE FAR EAST
is given in the
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with which is incorporated the
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HOME AND CHINA AFFAIRS.

(FROM OUR OWN CORRESPONDENT.)

London, Sept. 18th.

AMERICA'S NAVAL SCHEMES IN THE PACIFIC.

The papers here have been devoting considerable space to the American naval schemes for the Pacific. The latest item in the establishment of a submarine flotilla in the Philippines, but the scheme that has attracted most attention is that for the fortification of the island of Oahu in the Hawaiian group. An American correspondent of authority tells me that the naval bureau at Washington have long been planning the establishment of a coaling station and war base and dockyard at Pearl Harbour, and now the work of construction has begun. It is estimated that this cost will be five million dollars, of which two million dollars will be used for the construction of a dry dock. Arrangements have been made for this work, as well as for dredging the entrance to the channel, at a cost of four hundred thousand dollars, construction of a mole and breakwater, and the development of the shipyard at Pearl Harbour. The site owned by the Government at Pearl Harbour includes over six hundred acres of land and about ten square miles of landlocked water. It is asserted that the American and British fleets could anchor therein without crowding, and the ships cannot be seen from the ocean. The United States Government has owned this site for twenty-four years, having obtained title to it in an amicable treaty with the Hawaiian monarchy in existence, which provided an exclusive right to enter the harbour and establish and maintain there a coaling and repair station for the use of its vessels. Authority was also granted to improve the entrance to the harbour and to do all things necessary for the establishment of a naval station. The channel runs from four hundred to one thousand feet wide, with an average depth of sixty feet, but the turning therein are so sharp that considerable work will be necessary before it would be safe for a warship to enter. Recent examinations have shown that this can be done without great cost and on account of the coral formation the cost of maintenance will be very small. The site of the proposed dry dock is an ideal one, according to the reports, and will allow for the construction of machine shops on each side of it.

There is to be accommodation for 15,000 men, and the armament of the ten miles or so of fortifications at the mouth of the harbour will be of the latest and strongest pattern, making altogether an impregnable base, or, as correspondents have termed it, "the Gibraltar of the Pacific."

The description is rather apt, for the new base will lie midway between America and the Philippines, just as Gibraltar lies on our road to India.

If trouble should at length arise with Japan there would be obvious advantage in case of need for reinforcements to be sent.

What with the construction of the Panama Canal, the establishment of these heavy fortifications and those at Manila, and the development of the American navy on Pacific waters it is clear that the United States is shouldering its responsibilities on that side of the globe. It is interesting to note the close attention paid to these developments by Germany. I happen to know that German correspondents in London and America have been ordered to send everything pertaining to American naval progress in the Pacific.

POULTRY FOR JAPAN.

After buying horses in Europe, Japanese agricultural experts are going in for poultry. Experiments made by the Japanese Government have proved that Minorca and Andalusian fowls are best for Japanese purposes, so this week a number of prize fowls of the breeds have been purchased in Hertfordshire for export to Yokohama.

COUNT TOLSTOI.

The birthday of Tolstoi was made the occasion of many tributes in England. Messages to him were sent in scores, but I doubt if he ever hears of a title of them. For the octogenarian writer is still weak at his home at Yasnyaya Polyana in Russia and though the signs are encouraging, he is not allowed to see visitors. Though he was cursed from the altars of the Orthodox church in Russia on Sunday he remains the biggest man in the Czar's Empire, with a power that is increasing every day.

Writing of the Orthodox church reminds me that the Holy Synod has lately shown its inability to keep abreast of the times, by issuing orders that no priest is to be attached to progressive movements in Russia and no priest is to ride a bicycle. The latter method of locomotion is described as "indecent."

THE KUROPAKIN MEMOIR.

It is not surprising that the Kurupakin memoirs should have been forbidden to appear in the bookshops in Russia, seeing what a light they throw on the Grand Duke, as first the cause, and then the muddlers of the Russo-Japanese war. I hear that the book is however being circulated secretly in parts by the aid of the refugees in France and England who arrange for the printing and distribution through trusted agents. In this way the truth will be carried to the minds of a large number of the Russian people.

INDENTURED LABOUR IN BURMA AND ASSAM.

Viscount Morley is again anxious on the question of indentured labour in Burma and Assam, but he sees no hope, I hear, of doing anything for the next few months. He thinks a note industrial crisis might arise if the present conditions were interfered with at once in view of the large numbers of Chinese and Malays that have been pouring into the dependencies. It is an interesting fact that many of the Chinese who have gravitated from Burma are those who have been repatriated from the Transvaal. It does not look very much like rubbing away from British rule.

THE CHINESE LEGATION.

The Chinese Legation in Portland Place has been much smartened up since the arrival of Lord Li, the present Minister. One of his most recent guests was Sir Robert Hart, and there are more social callers at the Legation than at any time since the late Sir Chen Lo-feng-luh controlled the establishment. The Legation used to do a good deal in the social way, but of late the inclination of the Minister has not been in that direction, and in the case of Wang Ta-sieh, the immediate predecessor of Lord Li, there was not that command of English that enabled the Minister to personally take much part in English life. Lord Li, however, is a fluent English talker and the very essence of urbanity. It would be difficult to find two more cheery chiefs of a Legation than the Minister and his first secretary, Ivan Chen. The entire building has, under the direction of the latter, been redecorated until it presents a very bright and attractive interior. The Spanish Embassy, which prides itself in these things, will have to look to its laurels.

THE RAILWAY IN ARABIA.

There has been a good deal of nonsense printed about the new Hedjaz railway in Arabia, as though the Mohammedan holy cities of Mecca and Medina would be open to the Cook's tourist forthwith. As a matter of fact such a tour, if carried into close details, would still be as risky as possible in European garb. The enterprise is, however, as noteworthy in its way as the Constitutional movement that is abroad in the Eastern world. For long the Arabs have withstood the approach of the iron horse, but at last, they have succumbed, though they are clearly bent on running things according to their ideas—as is indicated in the fact that the capital was subscribed by pious Moslems anxious to provide the best access possible for pilgrims to Mecca. To accommodate these there is a mosque car attached to the train, on which the pilgrims will be able to conduct their devotions with all their accustomed ceremonial. Most of the rolling stock of the line was made abroad, but this mosque car, with its minaret and rich furnishings passed through none but Mohammedan hands in Constantinople.

THE UNEMPLOYED QUESTION.

The unemployed question is worrying the Government and siding the Tariff reformers. In Glasgow there are thousands out of work, in spite of some prospect of greater shipbuilding activity on the Clyde. The hostile reception given to Prince Arthur of Connaught in that city was merely the means taken by the Socialist agitators to advertise the poverty and suffering, and it certainly achieved its purpose. The Corporation, a very democratic one, perhaps even Socialist in its actions—promised relief works, and for a week the agitators agreed to suspend disorders. Glasgow is not the only city of want, however, for Liverpool shows a percentage of unemployed among the labouring classes of ten per cent, which means some thirteen thousand people affected. Birmingham and other centres have their troubles too, and when John Burns meets the House in a month's time he will be assailed for grants in relief of local assistance from all over the country. If, as the weatherwise declare, we are in for a hard winter, things will be serious in our big cities.

THE SUEZ CANAL.

It is stated that at the next monthly meeting of the Suez Canal Board, in Paris, the question of widening and improving the waterway will be discussed. It is proposed to nominate a committee of two British and two French directors for this work, assisted by an expert adviser. Plans have long been in preparation and it is hoped to commence the actual work by the end of the year.

THE SLACKS IN SOUTH AFRICA.

Mr. Stuart Helps has arrived in town from South Africa with warnings to the Government that the treatment of the blacks in South Africa is calculated to bring about a race war in a short time, with the negroes in a numerical superiority over the white men of ten to one. When the Cape Colony Government gave the vote to the blacks capable of earning a pound a week the coloured man were delighted, regarding it as the first important step towards their social and political progress. Now Cape Colony wants to act in unison with the other colonies of South Africa and this nigger enfranchisement is such a bar that they are inclined to withdraw it. This and other grievances are, in the opinion of Mr. Helps, whose authority is not stated beyond the fact that he is trusted by many native chiefs, highly dangerous, for there are thousands of blacks burning to once more bathe South Africa in blood—white blood. These prognostications may be highly coloured but it must be borne in mind that no less an authority than Lord Milner has declared that the native danger is the one grave thing the colonists have to face.

THE EUCARISTIC CONGRESS.

The Eucharistic Congress attracted as interesting a body of prelates to this city as we have seen for many years. The Papal Legate, Cardinal Vanutelli, has been most cordially received in spite of the attempts of a narrow section of ultra-Protestants to make trouble. He is a fine figure of a man with a commanding presence and a powerful eloquent manner. The ceremonies connected with the Congress were most gorgeous and impressive. The management of the polyglot assembly has been wonderful. The Catholic Church can command remarkable organisers. There are so many very High Churchmen in this country that it would not be surprising if many converts were made through the promoters of the gathering disclaim any such motive.

The Duke of Norfolk and other Catholic peers have been dispensing hospitality right royally. As to the streets, they are dotted with big-bodied, long-frooked priests from abroad with broad-brimmed hats, and around St. Paul's any day they are the chief spectacle for the Cockney, who is accustomed to many types, but is surprised at the sudden influx of this one.

THE DAIRY FARM COMPANY, LIMITED.

LIMITED.

The report for presentation to shareholders at the twelfth ordinary yearly meeting, on Tuesday next, is as follows—

The Directors herewith present to the shareholders a statement of the Company's accounts for the year ended 31st July, 1903.

The profit for the year, after writing off \$1,447.37 for depreciation in investments and bad and doubtful debts, and providing for Directors' and Auditors' fees, amounts to \$75,548.39, from which it is proposed to pay a dividend of one dollar and thirty cents per share, amounting to \$32,500; to transfer to reserve fund \$40,000; to fire and typhoon insurance fund \$3,000; and to carry forward \$48.39.

Directors.—Dr. Noble and the Hon. Mr. Osborne retire by rotation, but are eligible for re-election.

Auditor.—The annexed accounts have been audited by Mr. W. Hutton Potts who offers himself for re-election at this meeting.

E. H. HYNES, Chairman.

PROFIT AND LOSS ACCOUNT for the year ended 31st July, 1903.

	\$	c.
1903 July 31st		
To Directors' and Auditor's fees	2,700.00	
To repairs and renewals	2,775.38	
To land cultivation	175.10	
To exchange account		351.07
To written off		1,855.40
Share investments	1,447.37	
Bad and doubtful debts	75,548.39	
To balance	\$80,492.38	

1902 Aug. 31st Cr.

	\$	c.
Balance from last year	2,774.35	
1903 July 31st		
By dividends on shares and interest	4,984.19	
By scrip fees	17.00	
By bad debts recovered	61.42	
By balance of working account	70,955.42	
To balance	\$80,492.38	

BALANCE SHEET, 31st July, 1903.

	\$	c.
Capital		
25,000 shares at \$7.50 each	\$187,500	
Less not called up \$1.50 per share	37,500	
	150,000.00	
Unclaimed dividends	202.00	
Cattle reserve	60,000.00	
Fire and Typhoon Insurance Fund	2,000.00	
Accounts payable	2,431.96	
Hongkong and Shanghai Bank overdraft	5,415.15	
Balance of profit and loss account	75,548.39	
	\$317,596.60	

ASSETS.

	\$	c.
Cattle	78,037.38	
Buildings and property	15,563.58	
Furniture, machinery and stores	2,000.00	
Share investment and mortgage	\$75,276.97	
Less written off on shares	351.47	
	74,925.50	
Steam launch	4,000.00	
Accounts receivable	41,242.49	
Stocks on hand	43,566.97	
	\$317,596.60	

LIABILITIES.

	\$	c.
Capital		
25,000 shares at \$7.50 each	\$187,500	
Less not called up \$1.50 per share	37,500	
	150,000.00	
Unclaimed dividends	202.00	
Cattle reserve	60,000.00	
Fire and Typhoon Insurance Fund	2,000.00	
Accounts payable	2,431.96	
Hongkong and Shanghai Bank overdraft	5,415.15	
Balance of profit and loss account	75,548.39	
	\$317,596.60	

SHIPPING NEWS.

LATEST STEAMER MOVEMENTS.

The C. & M. str. *Zafiro* left Manila on the 17th inst. p.m., and is due here to-day at daylight.

The C.P.R. str. *Glenfarg* arrived Shanghai at 6.30 a.m. on the 19th inst., and left again at 2 p.m. same day for Hongkong where she is due to arrive at 5 p.m. to-morrow.

The str. *Berie* left Kobe on the 19th inst. for Hongkong via Moji and Manila.

The T.G.M. str. *Klout* carrying the German Mail with dates from Berlin of the 23rd ult. has left Singapore on the 17th inst. at 5 p.m., and may be expected here on or about Thursday the 22nd inst. at 5 a.m.

The M.M. str. *Tourane* with the French Mail of the 27th ult., and mails from London of the 26th ult., left Singapore on Monday the 19th inst. at 4 p.m., and may be expected here on morning of the 26th inst., and will leave for Shanghai and Japan on the same afternoon.

The str. *Manila* of the 26th inst., which left this port on the 15th September was delivered in Lyons on the 16th inst.

SUNKEN STEAMERS RECOVERED.

The sunken steamer *Tosho-maru* which had long been lying in the bottom of the Korean waters, 27 feet deep, and the wreck of which was considered impossible, has at last been successfully raised by the Japanese Salvage Co., Tokyo, and brought safely to Otsu, Korea.

Another steamer the *Hitsa-maru* of the N.Y.K. which ran on a rock off the Hokkaido was also refloated by the same company on the 30th ult. and has just been brought to the port of Misaki.

It may be noted that the Japanese Salvage Co. is now working on the wreck of the *Dabota*.

UNEASINESS IN THE PHILIPPINES.

"A SERIOUS TROUBLE BREWING."

The Manila *Coblenz* says:—It is significant that one hears from all classes of Americans expressions of fear that the peace of the islands is not to be kept long.

"Something must be done," say Americans and Englishmen. They do not speak very definitely but convey the impression that recent murders and other crimes of violence of which white people have been the victims cause them to dread that there are but signs of a greater unrest under the surface. There seems to be a general feeling that the Government must bestir itself to assert its authority; that serious trouble is brewing for the United States in the Philippines. These expressions do not come alone from the Army and from merchants and others, but also from some of the highest officials of the Government. One of two whose duties take them into the provinces, and one especially one who is on the bench, have talked to the Editor of this paper on this subject. They seem to have forebodings which they either do not care to put in exact words or are unable to formulate in plain language. But they shake their heads and say, "Something must be done and done soon. We are losing the respect of these people and are losing their loyalty. The Filipino politicians are not to be trusted. The prestige of the white is very low in these islands. This cannot go on. It will surely result in disaster."

MUTUAL CONGRATULATIONS.

In publishing the news of a railway accident the editor of an Indian paper writes:—

"We had the good fortune to have one of our reporters on the train. He again was so fortunate as to have only one arm broken; with the other he hastens to inform us."

TRADE AND COMMERCE.

CAMPHOR IN FORMOSA.

The decline in the price of camphor and the discovery of synthetic camphor will affect the Formosan Government-General's revenue this year by about three million yen, but the deficit will be covered by an increase of the sugar consumption duty and an automatic increase of other duties. The Formosan authorities are directing great efforts to the development of the camphor trade. Meanwhile, the monopoly prices of camphor remain unchanged since last autumn, i.e. at Y.87 B. and Y.94 B.

JAPAN'S COTTON SPINNING INDUSTRY.

The "Hooih" says that the cotton spinning industry of Japan during the first half of this year was extremely dull as against the corresponding period of last year. The following table shows the facts:—

	First half this year	First half last year
Spun	8,373,000	8,648,000
Dividend	8,282,000	5,010,000
Reserve	630,000	3,115,000

It should be noted that there were 28 spinning companies, representing 7,780,780 spindles, at the end of the first half of this year and that their debentures amounted to Y78,101,000 altogether.

HONGKONG YARN MARKET.

Mr. P. Edinje of Hongkong in his latest report states:—Business has greatly developed for the past fortnight, and settlements both for prompt and future delivery, have been on a large scale, and a further improvement of \$1 to \$2 has been established in values. As anticipated, dealers have freely responded to the demand of holders, and in special cases of No. 10s and 12s as high as \$4 per bale has been paid. Buyers, after holding off for a considerable time, appear to have accepted the situation whilst holders are anxious to push business while the demand is upon almost all counts. No. 10s, as usual, attracting most attention and forming nearly half of the total settlements. Buyers still appear in the market, and a quiet but steady business is in course of transaction; and looking at the attitude of both sellers and buyers the aspect of the market at the close points to the maintenance of the advance. Latest telegrams from Bombay make the market strong with a good business being reported for Hongkong and Shanghai. Sales of the fortnight aggregate 11,220 bales, arrivals amounting to 11,575 bales, unsold stock estimated at 5,000 and sold unsold goods in second hands about 37,000 bales. Local Manufacture:—In the absence of the local demand these threads are now gradually but steadily finding an outlet at the Coast Ports. Japanese Yarn:—No business is reported. Japanese Yarn: Both Indian and China descriptions continue in fair demand and about 150 bales, supplies of Bengalis are reported to have changed hands at \$23½ to \$24. In China kinds some 470 bales of Tsoongchow have been sold at \$23 to \$25. Some small shipments of Indian cotton to Kobe are reported. Stocks:—Indian 410 bales and China 670 bales. Quotations are Indian \$22 to \$24 and China \$24 to \$25.

HONGKONG FREIGHT MARKET.

There is fair demand for tonnage in the North, but little doing down South. Saigon to Hongkong:—The rate remains at 4 cents per picul, owing to scarcity of cargo offering. The price of rice here has advanced over 20 cents per picul, owing to reports that recent floods and typhoons have done considerable damage to the new crop in Kwangtung. It is estimated, that over one quarter of same has been destroyed. Saigon to Philippines:—19 cents has been paid for 35,000 tons, and about 18 cents per picul for 35,000 tons. Saigon to North Coast Java:—Prompt steamers are procurable at 19 cents to 20 cents per picul. Saigon to Singapore:—Several fixtures done on a lump sum basis of 13 cents per picul. Iloilo to Hongkong:—15 cents per picul. Nankow to Canton:—The recent charters have been effected at 21 cents to 21 cents per picul, but owners are now holding for higher rates; to Amoy, 21 cents per picul. Freight continuing steady. From South Japan Coast to Hongkong, \$1.20 to \$1.25 per ton. From Hongkong to Canton, \$2.80 offering; to Hongkong, \$1.15 Bangkok to Hongkong, \$2.25 per ton. From Hongkong to this \$1.80 per ton. The following are the settlements:—

"Myrtedene"—British steamer, 1,620 tons, Kuchino to Hongkong, \$1.30 per picul.
 "Kutsum"—British steamer, 3,110 tons, Moji to Hongkong, 2,000 \$1.25 per picul.
 "Amara"—British steamer, 1,550 tons, Wakamatsu to Canton, 2,000 \$1.25 per picul.
 "Standard"—Norwegian steamer, 894 tons, Phnyon Bay to Manila, \$5.00 lump sum.
 "Finn"—German steamer, 335 tons, Iloilo to Hongkong, 15 cents per picul.
 "Skramstad"—Norwegian steamer, 860 tons, Saigon to Manila, 19 cents per picul.
 "Jacob Diederichsen"—German steamer, 712 tons, Newchwang to Amoy, 21 cents per picul.
 "Fooling"—British steamer, 1,432 tons, Newchwang and Chefoo to Canton, (26,000) 20 cents per picul.
 "Clara Jensen"—German steamer, 1,103 tons, Newchwang, Taiwan, and Chefoo to Canton, (24,000) 20 1/2 cents per picul.
 "M. S. Dollar"—British steamer, 2,674 tons, Moji to Hongkong, \$1.20 per ton.
 "Standard"—Norwegian steamer, 894 tons, Phnyon Bay to Manila (offshore), \$5.00 lump sum.
 "Epi"—Norwegian steamer, 870 tons, Saigon to Singapore, \$3.50 S. C. lump sum.
 "Finn"—Norwegian steamer, 859 tons, Saigon to Singapore, \$3.75 S. C. lump sum.
 "Berta"—German steamer, 392 tons, Saigon to 1 port Philippines, (35,000), 15 cents per picul.

A BOMBAY COMMENT ON THE COTTON CRISIS.

The contrast between the conditions of the factory labour in Bombay and in Lancashire is strikingly shown in the *Parsi* says, in recent writing. During the past couple of years we have had several opportunities of witnessing the entire lack of cohesion in the local industry. The Millworkers' Association (now hardly likely to refer to a matter of so many miles) has shown that its members are capable of passing a unanimous resolution without the least intention of holding it to, as for the operatives they have been in half-a-dozen mills we think the industrial world is coming to an end, while even in the recent disturbances there was no sort of order or unanimity displayed in any quarter. In Lancashire the situation is very different; there are the strongest federations in the world, both of masters and operatives. Step by step throughout the negotiations which led up to the present lock-out moves were made in an orderly

sequence. There was no wild speaking or writing, but the argument was carried on through the accredited agents of both sides, every condition offered being duly voted for by a majority and loyally accepted by the rest. The carders at last forced the leaders of the spinners by insisting on a refusal of the spinners to work, but the spinners recognize the carders' rights to refuse, though it involved their own lock-out. The final result of the dispute was that on the date fixed over five hundred mills closed simultaneously. So much for Lancashire's marvellous capacity for organization. As regards the wisdom of the strike, that is another consideration. The workers have chosen a moment for the struggle when spinning is so little profitable that the masters wished to work short time until a glutted market had recovered. A lock-out of any length would probably lead to a sufficient recovery to enable the master to forego the five per cent reduction in wages upon which they now exist and allow the hands a nominal victory bought at a heavy price. It is likely, however, that the strike may result in a fixed sliding scale for wages, and this would compel the masters to maintain in their management the same standard of efficiency as they require in their work people—a thing some of them would not like at all. It is safe to say that in Lancashire, and even in Bombay, the average efficiency of management lags behind that of labour, and this is the chief bar to the fixing of the sliding scale.

CHINESE FREEMASONS.

LODGES IN AUSTRALIA.

The Sydney correspondent of the *Globe* writes:—Celestial Freemasons claim for their order an antiquity superior to that of their white brethren, and affirm that long prior to the building of Solomon's Temple there were numerous Masonic lodges scattered throughout the Chinese Empire. But whatever the Chinese Freemasons may have been in the past, they are exceedingly active in the present, especially in Australia, where they appear to form a powerful and numerous body, although their rites and ceremonies differ largely from those with which British and Australian members of the craft are familiar. This was largely demonstrated at a picnic recently organised by the Chinese Freemasons resident in Sydney. It took place on the shores of the Parramatta River, the famous sculling course, and was characteristically described by a visitor as a festival of dragons, crackers, and brotherly love. Many of the guests were in Chinese costume, a few in full evening dress, the remainder in ordinary European attire. There was a large attendance of the fair sex, the Chinese women looking very pretty with their smiling faces and daintily embroidered silken costumes.

Despite the showery weather, there was an abundance of outdoor sport and amusement, enlivened in a fashion by the unmelancholy genius of a band of Chinese musicians, in which the beating of gongs and the clashing of large cymbals were conspicuous. It was a lively yet well-ordered crowd, full of child-like fun and merriment of a most harmless character. Several portions of the programme had a symbolic meaning. There was one Chinaman, wearing a dragon's head, who, accompanied by a bodyguard of gang-bangers, was making his way from the steamboat wharf to the garden, when he encountered another dragon-headed Chinaman, who, similarly escorted, came from the opposite direction. One of the two, headless of the way, rushed into the garden, made his way into the grounds, while the other was driven back. This was supposed to represent the defeat of the war dragon, the spirit of evil, by the other, emblematic of the cause of peace and pleasure. Then the crowd proceeded to the bare, where tea, lemonade, and even Scotch whisky were provided in abundance for their enjoyment. In a large pavilion a Masonic banquet was held, presided over by the Grand Master of the lodge in New South Wales, supported by the leading officials of the lodge, after the viands and liquors had been consumed the Grand Master made a speech in Chinese, in which he thanked every body present for their attendance, and expressed his gratitude to the ladies for their assistance in promoting the success of the movement, a sentiment which was loudly applauded. He was followed by the editor of a Chinese paper published in Sydney, who said that he spoke in English for three reasons, first, because he was in a British country, secondly, because his British brethren were present; and third, because he was addressing Chinese, some of whom had been in the State for twenty-five or thirty years, and who, if they did not know the English language, ought to know it. He stated that the Chinese Masonic Grand Lodge was the oldest in the world, and the Chinese lodges were honoured for thousands of years. It was his duty that they did not hold their meetings so frequently as did their European brethren, but this did not render their lodges less important, nor in any way weaken the bond of brotherhood that united them. At the present time the Chinese Freemasons were a large, powerful, and well-organised body, having but one object, that of promoting the prosperity and happiness of the craft.

There were more speeches, more cheers, more waving of handkerchiefs by the ladies present, interspersed with the beating of gongs, and the ceaseless clashing of fireworks in the grounds. There was little or no dancing, this being a form of amusement to which the Celestials do not readily take; but there was a tremendous amount of romping and pantomime displays. There was also a large gramophone which favoured the company with selections of Chinese instrumental and vocal music to the delight of many of the Celestials, although not suggestive of musical harmony to the European visitors. It was a real holiday for all concerned, and afforded a practical lesson in the art of popular amusement based upon the principles of temperance and self-restraint.

THE QUESTION OF CHINA'S CURRENCY.

A CHINESE VIEW.

In all discussions on China's Currency which we have yet read the trade losses at the Treaty Ports alone are taken into consideration, while the far larger portion of her trade, that which does not come prominently before the foreign Consul, customs officials or merchants, is apparently overlooked. It may perhaps come as a surprise to some writers on the subject, to discover that the foreign trade of China represents but a small fraction of the trade of the country.

We think that we can safely state that it is a fundamental truth that "the wealth of a country cannot be estimated by her foreign trade alone." This seems to have been overlooked by the debaters of China's Currency question, and its omission from their calculations leads them to a false conclusion, the premises from which they start their arguments being incomplete, if not inaccurate. Now China is essentially a self-supporting country. Her hinter-land is enormous and the fertility of her soil provides the necessary

VICAR COMMENDS CUTICURA

Which Brought Him Relief from Affection of Face and Forehead—Tried Several Other Remedies and Consulted Two Physicians.

IN MIDST OF BUSY LIFE SENDS LETTER OF PRAISE

DUNKIRK VIOLETTA, FATHERRMAN, July 10, 1907.

"Dear Sir:—I am very busy engaged in preparation for the reception of our parish church which has delayed my reply to your recent letter. I may tell you that I have been vicar of this parish since January 1884, and am now in my eighty-fifth year. My ailments affected my face and forehead. I commenced five or six years ago and had recourse to several remedies and consulted two physicians. After a while I happened to read an advertisement about Cuticura and determined to give it a trial. I began with the Cuticura Soap, then added Cuticura Ointment, then added the Resolvent, for which I have submitted the full. Now my complexion is entirely cured and neither trouble doctor, nor myself, nor any one else about skin ailments. I have no more to say but recommend Cuticura Remedies. I use no other soap but Cuticura for my face and hands."

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Send to nearest depot for free

PENINSULAR AND ORIENTAL
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FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DELHI	About 30th Oct.	Freight and Passage.
LONDON VIA USUAL PORTS	ASSAYE	Noon 31st Oct.	See Special Advertisement.
SHANGHAI, MOJI, KOBE	SOMALI	Noon 31st Oct.	Freight and Passage.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO	SUMATRA	On 4th Nov.	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 19th October, 1908.

CHINA NAVIGATION CO.,
LIMITED.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
MANILA	"TEAN"	On 20th Oct., 4 P.M.
BAKHOI and HAIPHONG	"CHIELI"	On 21st Oct., 10 A.M.
CEBU and ILOILO	"KAIPOH"	On 21st Oct., 4 P.M.
TSINGTAU, CHEFOO and TIENTSIN	"KUEICHO"	On 22nd Oct., 4 P.M.
NINGPO and SHANGHAI	"TOCHOW"	On 22nd Oct., 4 P.M.
MANILA ZAMBOANGA, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transshipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"CHANGSHA"	On 21st Nov., 4 P.M.

MANILA STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports. REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—
Hongkong, 20th October, 1908.BUTTERFIELD & SWIRE,
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INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI VIA SWATOW	"TUNGSHING"	Tuesday, 20th Oct., Noon.
SHANGHAI	"FOOSHING"	Thursday, 22nd Oct., Noon.
SANDAKAN	"MAUSANG"	Friday, 23rd Oct., Noon.
TIENTSIN VIA CHEFOO	"CHEONGSHING"	Wednesday, 24th Oct., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE and MOJI	"FOOKSANG"	Friday, 30th Oct., 4 P.M.
MANILA	"YUENSANG"	Friday, 30th Oct., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Saturday, 31st Oct., 1 P.M.

RETURN TOURS TO JAPAN.

The steamers "KUTSANG," "NAMSANG" and "FOOSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan, if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried. Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

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Telephone No. 61.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS.

Hongkong, 20th October, 1908.

OSAKA SHOSEN KAISHA

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO'S S.S.	LEAVING
TAMSUI VIA SWATOW	"JOSHIN MARU"	TUESDAY, 20th Oct., at 9 A.M.
SHANGHAI VIA SWATOW	"BUJUN MARU"	THURSDAY, 22nd Oct., at 9 A.M.
AMOI & FOCHOW	"FUJUN MARU"	at 9 A.M.

A Reduction of 20 Per Cent. will be made on First and Second Class Fares to Fochow, until further Notice.

These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with electric light. First-class Cabins Amidships Unrivaled Table.

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Regular Sailings from JAPAN, CHINA and PHILIPPINES,
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NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
FOR SHANGHAI, YOKOHAMA & KOBE:	FOR HAVRE & HAMBURG:
S.S. SITHONIA	S.S. SILESTA
S.S. SCANDIA	S.S. SAMBIA
S.S. ISTRIA	FOR ANTWERP & HAMBURG:
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Hongkong, 14th October, 1908.

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Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

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STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila	On 24th Oct., Noon.
RUBI	2540	R. W. Almond	Manila	On 31st Oct., Noon.

For Freight or Passage apply to

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Hongkong, 19th October, 1908.

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RUSSIAN EAST ASIATIC CO., LD.,

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GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
MARSEILLES, HAVRE and COPENHAGEN	"PEKING"	28th October.
MARSEILLES, HAVRE and COPENHAGEN	"CANTON"	Middle of November.

For Further Particulars, apply to
Hongkong, 14th October, 1908.MELOHERS & CO.,
AGENTS.NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP CO.)PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES 1908.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	HITACHI MARU Capt. F. E. Gope	WEDNESDAY, 28th Oct., at Daylight
VICTORIA, B.C. and SEATTLE, via SHANGHAI, MOJI, KOBE, YOKOHAMA, and YOKOHAMA	KAMAKURA MARU Capt. H. Fraser	WEDNESDAY, 11th Nov., at Daylight
SYDNEY and MELBOURNE, via MANILA, TOWNSVILLE, BRISBANE, and COLOMBO	TANGO MARU Capt. Wm. Thompson	TUESDAY, 27th Oct., at 4 P.M.
YOKOHAMA, KOBE and YOKOHAMA	AKI MARU Capt. M. Yagi	TUESDAY, 10th Nov., at 4 P.M.
YOKOHAMA, KOBE and YOKOHAMA	KUMANO MARU Capt. N. Matheson	FRIDAY, 30th Oct., at Noon
YOKOHAMA, KOBE and YOKOHAMA	YAWATA MARU Capt. T. Sekine	MONDAY, 26th Oct., at Noon
YOKOHAMA, KOBE and YOKOHAMA	YETOROFU MARU Capt. K. Sato	WEDNESDAY, 28th Oct., at Noon
YOKOHAMA, KOBE and YOKOHAMA	YAWATA MARU Capt. T. Sekine	SATURDAY, 31st Oct., at Daylight
YOKOHAMA, KOBE and YOKOHAMA	WAKASA MARU Capt. N. Nielsen	SATURDAY, 31st Oct., at Daylight
YOKOHAMA, KOBE and YOKOHAMA	MOYOBI MARU Capt. J. Hands	Tuesday, 3rd Nov., at Daylight

* Omitting Yokohama.
† Fitted with Marconi's System of Wireless Telegraphy.
‡ Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail. For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Charter Road.T. KUSUMOTO,
MANAGER.

Hongkong 20th October, 1908.

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—New Twin Screw, 16,000 tons Displacement, 1st Class accommodation, Splendidly equipped with single berth Cabins.

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THOS. COOK & SON,
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STEAMSHIP SERVICE—Regular Direct Weekly Service by the fast Passenger Steamer "Kobe Maru" (2,877 tons) sailing from Dairen every Monday and from Shanghai every Friday, in connection with the South Manchuria Express and Trans-Siberian Route (International Train de Lure).

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SHIPPING IN PORT.

STEAMERS.	HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.
ANRU, British str., 1,350, C. Plunkett Cole, 15th Oct.—Cebu and Iloilo 10th October, Sugar—Butterfield & Swire.	Albatross, despatch-boat, 700 tons, 4 guns, 3000 h.p., Com. C. T. Fuller, Woonang.
ASAMA, British str., 2,705, Carr, 13th October, New York 4th August and Sabang 3rd Oct., Kerosine Oil—Standard Oil Co.	Assam, 2nd class cruiser, 4360 tons, 10 guns, 7000 h.p., Captain F. B. C. Ryan.
AVAIL, British str., 2,383, W. Hume, 10th Oct., Sabang 30th September, Kerosine Oil—Standard Oil Co.	Kudat, Bedford, 1st class cruiser, Capt. S. E. Brakine, R.N., Weihaiwei.
BORNEO, German str., 1,344, F. S. Mill, 9th October—Sandakan 3rd October, General—Melchers & Co.	Stramlee, gunboat, 710 tons, 900 h.p., Lieut. Comdr. Hon. E. O. D. Bridgeman, Shanghai.
BOURBON, French str., 997, Le Bail, 13th Oct.—Saigon 7th Oct., General—Chinese.	Britomart, gunboat, 710 tons, 900 h.p., Lieut. Comdr. F. B. Noble, Shanghai.
CARL, DIEMERICHSEN, German str., 774, T. Kayser, 17th October—Haiphong 10th October and Hoihow 16th, Rice and General—Jensen & Co.	Cadmus, British sloop, 1070 tons, Comdr. H. L. Chubb, Hongkong.
CHILLA, British str., 1,142, J. Warrack, 16th Oct.—Haiphong 10th and Hoihow 15th, Coal & General—Butterfield & Swire.	Cherub, water tank and tug, 390 tons, 300 h.p., Master S. West, Hongkong.
CHINA, Austrian str., 3,835, J. Bergugliani, 15th Oct.—Trieste 27th August, General—Sander Wieler & Co.	Clio, British sloop, 1070 tons, Comdr. C. T. Borrett, Hongkong.
DAIREN, British str., 3,588, F. W. Hood, R.N., 17th Oct.—Australasia Ports 28th Sept., General—Gibb, Livingstone & Co.	Fame, torpedo-boat destroyer, 310 tons, 6 guns, 5700 h.p., Lieut. Comdr. Grosson, Weihaiwei.
FOOCHING, British str., 1,423, E. Woolley, 17th October—Chefoo 10th October, General—Jardine, Matheson & Co.	Flora, 2nd class cruiser, 4360 tons, 10 guns, 7000 h.p., Capt. Roland Nugent, Shanghai.
FOREST DALE, British str., 2,235, Noall, 18th October—Sourabaya 25th September, Sugar—Butterfield & Swire.	Handy, torpedo-boat destroyer, 275 tons, 6 guns, 4000 h.p., Lieut. Comdr. B. J. D. Guy, V.C., Weihaiwei.
GLANCOCK, British str., 2,399, W. J. Larkins, 7th Oct.—Singapore 1st October, General—Chinese.	Hart, torpedo-boat destroyer, 275 tons, 6 guns, 4000 h.p., Lieut. Comdr. G. C. Dickson, Weihaiwei.
HONGKONG, British str., 1,654, Hay, 17th October—Sourabaya 4th October, Sugar—Jardine, Matheson & Co.	Janus, torpedo-boat destroyer, 280 tons, 6 guns, 3900 h.p., Lt. Comdr. C. A. Freeman, Weihaiwei.
JOSHIN MARU, Japanese str., 705, Kaburaki, 17th October—Swatow 16th Oct., General—Osaka Shosen Kaisha.	Kent, 1st class cruiser, 9900 tons, 14 guns, 22000 h.p., Capt. G. O. A. Marescaux, Weihaiwei.
KAIPOH, British str., 965, Mathias, 17th Oct.—Iloilo 13th Sept., Sugar and General—Butterfield & Swire.	King Alfred, 1st class cruiser, Flag ship of Viceroy, Admiral the Hon. Sir H. H. Lambton, Commander in Chief, 14100 tons, 18 guns, 9000 h.p., Capt. L. Clinton-Baker, Weihaiwei.
KIVINSASSO, German str., 646, Henk, 15th Oct.—Haiphong and Hoihow 14th Oct., Jensen & Co.	Kinsla, river gunboat, 616 tons, Lieut. Comdr. T. J. S. Lyne, Yangtze.
KWEITANG, British str., 1,044, Dowson, 11th October—Chefoo 6th October, General—Butterfield & Swire.	Merlin, surveying ship, 1070 tons, 6 guns, 1400 h.p., Comdr. F. H. Walker, Jessellon.
LAUREN, British str., 1,340, Frampton, 12th October—Saigon 7th October, General—Chinese.	Monmouth, cruiser, 9800 tons, Capt. G. W. Smith, Weihaiwei.
LANDRAT, German str., 1,011, J. Grandt, 10th October—Yokohama 1st Oct., China Commercial S.S. & Co.	Moorhen, river gunboat, 180 tons, 2 guns, Lieut. Comdr. C. C. Walcott, Hongkong.
LIGHTNING, British str., 2,122, Gentile, 15th October—Singapore 9th Oct., General—David Sassoon & Co.	Nightingale, river gunboat, 85 tons, 240 h.p., Lieut. Comdr. E. S. Roy, R.N., Yangtze.
MAUSANG, British str., 1,644, Weigall, 9th Oct.—Sandakan 3rd Oct., Timber and General—Jardine, Matheson & Co.	Otter, torpedo-boat destroyer, 335 tons, 6 guns, 6300 h.p., Hongkong.
MICHAEL JESSEN, German str., 951, H. Bendixen, 13th Oct.—Kwang Yen 8th October, Cement and Stone—Jensen & Co.	Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. J. White, West River.
MONGOLIA, American str., 8,750, P. S. Porter, 11th Oct.—San Francisco and Shanghai 8th Oct., Mails & General—P. M. S.S. Co.	Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. H. B. Tickell, West River.
ONKANG, British str., 1,787, P. Wheeler, 15th Oct.—Moji 8th October, Coal—Jardine, Matheson & Co.	Suipo, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. Alan Dixon, Yangtze.
PAKAT, German str., 1,012, J. Wenzle, 14th October—Bangkok 7th October, Rice—Butterfield & Swire.	Taku, torpedo boat destroyer, Gunner Barlow, Hongkong.
PRINZ STEINRUND, German str., 1,844, D. Loeb, 16th October—Sydney 22nd Sept., General—Melchers & Co.	Tamar, receiving ship, 4600 tons, 6 guns, Rear Admiral Stokes, Hongkong.
RAGNAR, Norwegian str., 1,630, Angelsen, 13th October—Rajahmundry 5th October, Timber—Angarsa Thoresen & Co.	Tsal, river gunboat, 180 tons, 2 guns, Lieut. Comdr. H. R. Godfrey, Yangtze.
PONTONG, German str., 998, W. B. Eufuhr, 17th Oct.—Bangkok 10th October, Rice—Butterfield & Swire.	Thistle, gunboat, 710 tons, 900 h.p., Lieut. Comdr. H. T. Atlay, Yangtze.
SANSEN, German str., 998, F. Schurz, 14th Oct.—Bangkok 2nd October, Rice, Salt and Meal—Butterfield & Swire.	Virago, torpedo-boat destroyer, 395 tons, 6 guns, 6300 h.p., Commander. Stevenson, Weihaiwei.
SEIBANG, British str., 1,776, W. D. Welsh, 2nd October—Chefoo 24th September, China Commercial & Co.	Waterwitch, surveying ship, 620 tons, 450 h.p., Lieut. Comdr. H. P. Douglas, Singapore.
TANGO MARU, Jap str., 7,463, W. Thompson, 18th Oct.—Shanghai 15th October—Nippon Yusen Kaisha.	Whiting, torpedo-boat destroyer, 380 tons, 5 guns, 5900 h.p., Lieut. Comdr. J. Kiddle, Hongkong.
TEAL, British str., 1,346, Outerbridge, 18th October—Manila 15th October, General—Butterfield & Swire.	Widgong, gunboat, 195 tons, 2 guns, 800 h.p., Lt. Comdr. John E. Knox, Yangtze.
TOONAN, Chinese str., 935, A. A. Crawford, 13th Oct.—Shanghai 9th Oct., General—Chinese.	Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. H. R. V. Oatrell, Dornier, Yangtze.
YOKOHAMA, British str., 1,303, Brown, 17th Oct.—Shanghai 10th and Amoy 18th Oct., General—Butterfield & Swire.	Woodlark, gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. G. R. Livingstone, Yangtze.

SAILING VESSELS.

DAYLIGHT, British brig, 3,050, M. Bryde, 8th October—Yokohama 19th September.

Ballast—Standard Oil Co.

ECLIPSE, British 4-masted bark, 2,988, James White, 18th Aug.—New York 22nd April.

Case Oil—Standard Oil Co.

JUTEPOLIS, British ship, 2,482, Stewart, 8th June—San Francisco 5th April, Case Oil.

Standard Oil Co.

LYNDHURST, British 4-masted bark, 2,500, Farrell, 14th September—Bangkok 25th August, Case Oil—Standard Oil Co.

Cutler, Palmer & Co.'s

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